

Generating Jobs With Infrastructure Investment

Transportation Projects Targeted with Expected Federal Stimulus

Delaware Department of Transportation

February 9, 2009

Summary and Status

The current federal legislative proposals could provide DelDOT with as much as \$120 million for highways and bridges and \$11 million for transit. In addition, various proposals indicate projects must be awarded either in 90 days, 120 days or 180 days.

As of February, DelDOT has targeted approximately \$200 million in work. It should be noted that some of targeted projects may not make the final work list. Possible reasons include not enough stimulus money and not enough public support. Prior to finalizing priorities, DelDOT is required to work closely with local planning organizations through a public comment process, which will begin the week of February 9.

What is the impact of new funding?

Capital road and transit projects result in sustaining and creating jobs. The infrastructure package we've targeted would result in over 1,200 direct, indirect and induced jobs.

Road and transit projects also fulfill several other goals that benefit the state and economy through improved quality of life, reduced congestion, increased safety, improved air quality, and support of overall economic development.

How are other states coming up with their lists?

Many other states have numerous road projects ready to be built as a result of having insufficient state funds to match their federal funds, meaning the design, right of way and permitting processes have been largely completed. Delaware, however, has worked under the "on-time delivery mode," meaning we are fiscally constrained, work to maximize our federal expenditures and staff resources, and deliver projects through construction. In addition, other states may allocate resources and staff to the early phases or projects only to put them on the shelf for another day.

What are the challenges?

The 120 day and 180 day deadlines mean proposals must be ready to award within that timeframe, which presents significant challenges to DelDOT, and greatly limits the number and types of projects that we can consider. A 90-day deadline would present even greater challenges. Specifically,

- Roadways considered must be federally-eligible roadways (Approximately 30 percent of Delaware roads are designated as such). Most of these eligible roads are in New Castle County.
- State and federal environmental, historic and cultural permitting processes cannot be bypassed.
- Real estate acquisitions must be minimal given the process that must be followed to purchase property.

How has DelDOT narrowed its list?

We have reviewed what we could produce within the timeframes proposed so far. The goal is to focus on those most likely to succeed and provide jobs for Delawareans. General areas:

- Projects that result in significant job creation.
- Paving and rehabilitating highways and other roadways.
- Safety improvements and congestion reducing projects.
- Asset preservation, such as bridge maintenance and repairs.
- Green initiatives, including expanding park and ride lots, transit facilities, greenways and improving air quality through congestion alleviation.

What issues caused projects to not make the list?

Transportation projects have many phases. The early phases prior to actual construction are the most time consuming, including right of way purchases, design and environmental/historic/cultural permitting. Typically these phases cannot be expedited, nor does the proposed federal legislation allow these phases to be fast-tracked or skipped. The projects that have not made the target list had various phases that could not have been completed within the timeframes proposed.

Target Infrastructure

Summary

Given the criteria and challenges, the below list of target infrastructure is what DelDOT will be working toward for the next several months. As of February, DelDOT has targeted approximately \$200 million in work. *It should be noted that some of targeted projects may not make the final work list. Possible reasons include not enough stimulus money and not enough public support.* Prior to finalizing priorities, DelDOT is required to work closely with local planning organizations through a public comment process, which will begin the week of February 9.

Pavement and Rehabilitation Projects Statewide

Initially, DelDOT could put out more than \$70 million worth of these projects statewide, with possibly another \$70 million in work if more funding becomes available. The requirement is that the roads must be federal eligible, and only 30 percent in Delaware are designated as such. This requirement will not be waived under the stimulus package criteria. Pave and Rehab jobs have little to no right of way and design issues and can be bid quickly. From a jobs perspective, the benefit is that the jobs would be spread out to many contractors. From an infrastructure perspective, maintaining roadways before they lapse into disrepair and require a major capital project is smart and economical in the long run.

Bridge Maintenance

Description: This would include various work on 30 bridges along I-495, Route 141, I-95 and in other locations. Work includes painting, approach slab replacement/repairs, overlay of decks, repair of expansion joints and bearings, repair of spalled concrete and replacement of deck and substructure.

Cost: \$29.1 million.

Justification: Maintenance of bridges is a priority as it's a significant step in ensuring these bridges are in satisfactory condition, and do not fall into the structurally deficient category. Based on the latest data from the U.S. Department of Transportation's National Bridge Inventory for states, DelDOT's percent of structurally deficient bridges is the fourth lowest in the nation behind Arizona, Florida and Nevada.

Status: There should be no significant environmental/permitting issues.

I-95 Concrete Medians

Description: Some medians along I-95 need replacement.

Cost: \$1.2 million

Justification: Safety issue as the concrete on many of these medians is deteriorating.

Status: There should be no significant environmental/permitting issues.

NCC Guardrail Upgrades

Description: Existing guardrails would be upgraded.

Cost: \$800,000

Justification: Safety issue as the concrete on many of these needs replacement to meet current safety standards.

Status: There should be no significant environmental/permitting issues.

2009 Traffic Signal Improvements Statewide

Description: Nine signals would be targeted for improvements.

Cost: \$1.3 million

Justification: Various intersections statewide would get improvements

Status: There should be no significant environmental/permitting issues.

Rehabilitation of Epoxy Pavement Markings

Description: Several areas of roadways statewide would be rehabilitated.

Cost: \$2 million.

Justification: The high-visibility epoxy markings contribute to a safer road system in particular during adverse weather conditions.

Status: There are no environmental/permitting issues.

I-95 Toll Plaza Project

Description: Reconstruct and reconfigure the Newark Toll Plaza to incorporate two highway-speed E-ZPass lanes in the northbound and southbound lanes.

Cost: Approximately \$43 million.

Justification: This toll plaza experiences high levels of congestion due to the current plaza configuration. As approximately 55 percent of travelers through the plaza utilize E-ZPass, congestion would be drastically reduced with high-speed lanes. This plaza is a regular complaint of motorists traveling through this state, and leaves travelers with a negative impression – in many cases their only impression -- of Delaware, impacting reputation, business, tourism and economic development. This project was scheduled to begin construction in 2011 or 2012

Status: Design is largely complete; permitting approvals from DNREC/Army Corp needed; no right of way needed; wetland mitigation needed; a design-build process may be utilized.

Market Street Project, Wilmington

Description: This project will underground utilities along this roadway, an expensive first step to eventually elevate the roadway out of the floodplain. The limits are Market Street from "A" Street to just north of the Market/Walnut St Split.

Cost: \$4-5 million

Justification: The most expensive part of this project would be undergrounding utilities, which would prepare the way for possible economic development opportunities in the future. The later project of elevating this road out of the floodplain would bring it to the level of other developments in the area, reducing the impact flooding has on residents and business.

Status: environmental/permitting process not started, so doing the entire project would not be possible within the timeframes proposed.

Roth Bridge over the Chesapeake & Delaware Canal

Description: This rehabilitation project includes repairs to the post tensioning ducts, stay cables and other miscellaneous work.

Cost: \$2.8 million

Justification: Bridge maintenance is a priority for the safety of the traveling public.

Status: DelDOT is ready to bid the project, but Army Corp of Engineers funding has been held up. Stimulus money would allow this work to move forward.

Route 404/Newton Road Railroad Crossing, Bridgeville

Description: Add gates and update cantilever lights and controller; replace pre-cast concrete surface. Railroad would do this work.

Cost: \$400,000

Justification: A safety project. Design complete.

Route 10 and Sorghum Road, Kent County

Description: The project consists of channelizing the median at the intersection of SR 10 and Sorghum Mill Road to accommodate eastbound and westbound SR 10 left-turns. This improvement will accommodate westbound left-turns, the highest volume left-turn movement at the intersection, while separating left-turn movements at the intersection to reduce the potential for left-turn and angle accidents. Northbound left-turns will be diverted to the median opening to the east at Liberto Plaza where volumes are minimal and sight distance is adequate.

Cost: \$400,000

Justification: Identified under the Highway Safety Improvement Program as a safety priority.

Status: Environmental/permitting is clear. Design complete.

Dover Transit Center

Description: Build a new DART Dover Transit Center on five acres on Water Street between Queen and West streets.

Cost: \$13.3 million.

Justification: This would replace the current minimal facility on 1.5 acres on Water Street, between Governor's Ave. and State Street. A new facility could accommodate more buses, allowing for future expansion of the system if funding allows. The project would include a sheltered facility, and may include service for Greyhound, retail and other offices. The new facility will also be located on the rail line, allowing for possible use as a train station in the future if funding for such a capital project were available.

Status: Permit work still must be done and coordination with the City of Dover and other partners would need to be expedited. Most of the right of way is secured.

Rail Cars

Description: Allows DelDOT's Delaware Transit Corporation (DTC) to purchase 4 new Silverliner V rail cars from SEPTA, which will add capacity for DTC service between Philadelphia and Newark, Del. Delivery is scheduled for 2010.

Cost: \$8 million.

Justification: Will allow added capacity for DTC service between Philadelphia and Newark.

Status: DTC had already put the order in for the new cars and planned to pay for it, but the federal stimulus funding for transit may cover the costs instead. If stimulus funding is not used, the cars will be purchased regardless.

DART Mid-County Facility

Description: This project will construct six maintenance bays and parts storage for the maintenance of DART Fixed Route and Paratransit buses.

Cost: \$7.2 million.

Justification: This expands the current facility.

Route 299 Park and Ride, Odessa

Description: Expansion of the park and ride located at the intersection of SR 299 and SR 1. Project also includes the relocation of the entrance to SR 299 to a new signalized intersection being constructed at Gloucester Drive.

Cost: \$1.4 million

Justification: Assists in expanding and providing better access for alternative transportation users.

Status: Should be no significant environmental/permitting issues.

Rehoboth Park & Ride/Destination Station

Description: The purpose of this project is to reconfigure DTC Park and Ride entrance and internal road system so that the park and ride site can accommodate both the current bus operations and the planned Destination Station.

Cost: \$500,000. The U.S. Congress, under SAFETEA-LU, has provided \$1 million in federal earmark funds to support the creation of Destination Station.

Justification: The reconfiguration will be the first phase of a larger transit system expansion project that will result in the creation of several additional park and ride lots along Route 1 from Nassau to the current site. It will also provide the site and basic transportation system improvements needed to support the creation of the science/energy technology exhibition center known as Destination Station.

Status: Should be no environmental/permitting issues.

New Castle County Greenway Industrial Track Phase I

Description: Construct a trail along an abandoned railroad corridor owned by the State of Delaware from SR 273 to south of the Christina River.

Cost: \$1.3 million

Justification: Will encourage more people to choose off-road pedestrian and bicycle facilities to get to destinations.

Status: Working with New Castle County.

New Castle County Greenway Millcreek

Description: This 1.5 mile project will complete an over 4-mile loop recreational trail and will be a segment in an overall cross-county greenway trail system. This portion of

the project will start at the intersection of Stoney Batter Road and Mill Creek Road and traverse north on New Castle County Public Open Space, through mixed forest and wetlands that parallels Mill Creek Road. At the intersection of Mendenhall Mill Road (just past Camp Wright) the trail turns west and ends at the paved trails within the development of Mendenhall Village which terminate at the entrance.

Cost: \$1 million

Justification: Will encourage more people to choose off-road pedestrian and bicycle facilities to get to destinations.

Status: Working with New Castle County.

Rehoboth Beach Boardwalk Refurbishment Phase II and III

Description: Boardwalk Restoration from Henlopen Hotel to Rehoboth Avenue and from Laurel Street to Prospect Street as well as area adjacent to Rehoboth Avenue.

Cost: \$7.4 million

Justification: The current wooden boardwalk is becoming a safety issue. This benefits not only pedestrian accessibility but enhances tourism.

Status: Working with the City of Rehoboth.

Centreville Streetscape/Traffic Calming

Description: This project on Rt. 52/Old Kennett Pike would replace current temporary traffic calming features with permanent ones.

Cost: \$3.7 million.

Justification: This work would improve safety for motorists and pedestrians.

Status: Design could be complete by June.

Hockessin Streetscape/Drainage Project

Description: Improve street design and drainage along Old Lancaster Pike.

Cost: \$3.5 million.

Justification: This work would improve safety for motorists and pedestrians and make much-needed drainage improvements.

Status: Design is complete. A few easements needed for work.

Examples of Infrastructure Considered

Summary

Transportation projects have many phases. The early phases prior to actual construction are the most time consuming, including right of way purchases, design and environmental/historic/cultural permitting. Typically these phases cannot be expedited, nor does the proposed federal legislation allow these phases to be fast-tracked or skipped. The projects below have various phases that could not have been completed within the timeframes proposed.

- **Claymont Renaissance:** Permitting, design are not far enough along.
- **Elkton Road:** Neither project along this corridor could meet the 180 day time frame. Significant design and coordination issues remain.
- **I-95 and Rt. 1 Interchange:** Design, permitting are not far enough along.
- **Route 26 Mainline:** Hundreds of properties just began the process of being purchased, and this cannot be expedited under current criteria.
- **Wilmington to Newark Third Rail:** This project will be bid and begin construction in May 2009. It is already programmed with construction funding. It is a two-year construction time frame and could not be expedited.
- **New Newark Train Station:** Design, permitting not complete. City of Newark has gone on record as opposing the new location.
- **Dover to Middletown or Dover to Newark Train Service:** A Major project costing upwards of half a billion dollars that has no funding programmed, and as such design and permitting have not yet begun and could not be completed in the 180 days.
- **Planned interchange projects along Route 1 in Kent and Sussex counties:** Design and right of way process could not be done in time to meet the 180 day timeframe.
- **I-95/Route 202 Ramps:** Design, permitting and right of way process could not be done in time to meet the 180 day timeframe.
- **Shipley Street, Wilmington:** No design done. No permitting work done. Major historic impacts.
- **Walnut Street, Wilmington:** Design partially completed, but permitting not yet started. Major historic impacts including cemetery, churches.
- **Train service to Maryland:** For service between New Castle County and Baltimore/Washington via MARC construction of a new track between North East and Perryville, MD. Design has not begun and could not be done in the timeframe.